

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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COUNTRY	Czechoslovakia	REPORT					
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25 YEAR RE-REVIEW

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STATE #X	ARMY	#X NAVY	#x	AIR	#x	FBI		AEC			
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TNFORMATION REPORT INFORMATION REPORT

25X1, SECRET REPORT COUNTRY Czechoslovakia DATE DISTR. 25 Aug 55 **SUBJECT** 6th Fighter Regiment at NO. OF PAGES 4 Mlada Airfield DATE OF INFORMATION REFERENCES: 25X1 PLACE ACQUIRED THIS IS UNEVALUATED INFORMATION

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History of the 6th Fighter Regiment

25X1 in October 1953, the 6th Fighter Regiment had already been based there for the past three weeks. 25X1 It remained at Mlada until October 1954 at which time it was transferred to a base somewhere in Moravia (

Prostejov /N 49-27, E 17-08/ or Prerov Airfield /N 49-26, E 17-25/).

When the 6th Fighter Regiment left Mlada Airfield it took along all equipment and personnel assigned except for the ME-109 and ME-110 aircraft. There aircraft were disassembled and only engines and wings were crated and sent to Kbely (N 50-07, E 14-33); remaining parts of the aircraft stayed at Mlada. 25X1 Staff of the 6th Fighter Regiment (See page 4, Organizational Chart of the 6th Fighter Regiment at Mlada Airfield)

The staff of the 6th Fighter Regiment was as follows:

Commanding Officer (VP - velitel pluku) of the 6th Fighter Regiment was Major Jirovsky (fnu).

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Chief Aircraft Mechanics (hlavni mechanik letounu).

Assistant Aircraft Mechanics (pomocnik mechanika).

Armorers (zbrojiri).

an officer.

an order from Prague stated that each aircraft had to have its own technician who was

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4. Flying personnel assigned to the 6th Fighter Regiment were

Operations Officer (Op. D - operacni dustojnik) was in charge of the pilots' training. He was under direct supervision of the Commanding Officer.

Navigator (sturman).

2.

Meteorologist (meteorolog).

Flying Control Officer (ridic letani).

Squadron Commander (velitel letky).

Flight Commander (velitel roje).

Pair Leader (velitel dvojice).

Pilots (piloti). The 6th Fighter Regiment at Mlada had about 36 pilots and 35 mechanics.

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comment.

In the CAF were referred to in the following order: Assuming there were three flights, they would be referred to in the order 2nd, lst, and 3rd.

It was common practice throughout the CAF.

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